



Stephanie Rawlings-Blake
Mayor

PLANNING COMMISSION

Wilbur E. "Bill" Cunningham, Chairman



Thomas J. Stosur
Director

SUMMARY

July 8, 2010

3. MINOR AMENDMENT AND FINAL SUBDIVISION AND DEVELOPMENT PLAN/GREEKTOWN REDEVELOPMENT PUD

The current development proposal comprising Phase I entail new single-family townhouse development in the blocks bounded by Foster Street to the north, Fait Avenue to the south, Oldham Street to the east, and CSX right-of-way to the west. The proposal is for 121 fee-simple units, each featuring single-car garages accessed from rear alleys. The developer wishes to obtain the necessary PUD and subdivision approvals at this time, in order to sell developable lots to their chosen homebuilder. The builder, in turn, must obtain Planning Commission Final Design Approval prior to the issuance of building permits.

In advance of a hearing on this matter, staff notified the following community groups: Greentown Community Development Corporation, Southeast Community Development Corporation, and Greentown Business Alliance, Inc.

Recommendations:

- Minor Amendment: Approval
- Final Subdivision & Development Plan: Approval, subject to comments from the Department of General Services

4. FINAL SUBDIVISION AND DEVELOPMENT PLAN/LOT 3A AND LOT 4 OF THE PORT LIBERTY INDUSTRIAL CENTER

The applicant is proposing to re-subdivide the property known as Lot 4 of the approved October 8, 1998 subdivision into three parcels known as Lot #1 (82, 755 sq. ft.), Lot #2 (29,485 sq. ft.) and Lot #5 (25,095 sq. ft.) for dispositional purposes.

The Brooklyn and Curtis Bay Coalition was notified about the Final Subdivision and Development Plans for Port Liberty Industrial Center.

Recommendation: Approval, subject to:

- Comments from the Department of General Services
- Compliance with Critical Area and floodplain requirements

5. CITY COUNCIL BILL #10-0523/RESIDENTIAL PERMIT PARKING – LITTLE ITALY AREA

City Council Bill 10-0523 proposes to amend the Residential Parking Program portion of the Baltimore City Code to specifically allow for the Little Italy Area (Area #14) to have the parking duration for non-permit holders limited to 3 hours.

The Residential Parking Program was established in 1979 to allow neighborhoods to petition the City to issue parking permits for its residents and restrict on-street parking for non-permit holders. The parking durations for non-permit holders were limited to 2 hours. However, when Little Italy requested revised parking hours in 1990, they were to include a parking duration for non-permit holders of 3 hours. Signs were in fact posted to reflect the 3 hour duration. However, the original ordinance currently prevails on the books, stating the 2 hour limit. The Parking Authority of Baltimore City worked with the Little Italy community organizations to gain support for keeping the restriction at 3 hours and requesting this bill to amend the City Code accordingly.

The Little Italy Community Organization, Little Italy Business Association, Little Italy Restaurant Association, Scarlett Place RCA, Albemarle Square and the Parking Authority of Baltimore City were notified of this meeting.

Recommendation: Approval

6. MINOR AMENDMENT AND FINAL DESIGN APPROVAL/SOUTHSIDE MARKET PLACE PUD – 843 EAST FORT AVENUE

The Southside Marketplace shopping center would like to update the center with more modern façades, reconfiguring a portion of the parking lot by the Building D (Blockbuster), and modifying the planting plan. The center would also like to expand their existing dumpster enclosure to add another dumpster so the capacity better matches their site demands. Two potential outdoor seating areas have been identified. One by the Building D at East Fort Avenue, and another at the southwest end of Building C, at the connection to Heath and Boyle Streets. One of the concerns of the tenants of the shopping center is that there is restricted visibility into the enclosed parking area and to the storefronts. By relocating plantings at the front of the center, potential customers will have better visibility into the center. Trees will be replaced further into the site on a one-for-one basis. A new center identification freestanding sign will be installed in the entry driveway, to replace the existing sign.

The Key Highway Task Force, the Locust Point Civic Association, Inc., and the Riverside Neighborhood Association have been notified of this action.

Recommendation: Approval

7. CITY COUNCIL BILL #10-0524/CAMPAIGN SIGNS IN RESIDENTIAL AREAS – REPEAL OF MAXIMUM SIZE RESTRICTION

This bill seeks to eliminate the sixteen square foot maximum-size restriction that currently governs campaign signs in residentially zones areas. This proposed text change relates to Article 19-*Police Ordinances*, in the Baltimore City Code. The current size restriction allows for the integrity of the City's residential areas to be retained. Large campaign signs in residential areas add visual clutter and do not aesthetically relate to the neighborhoods in which they reside. Large campaign signs distract from the residential scale and environment and removing the size restriction allows potential homeowners to

erect out of scale signage that effectively acts as a billboard within a neighborhood; adding to the existing proliferation of signage throughout the City. Block character could easily be ruined with large signs and overwhelm the neighborhood.

The appearance of signs in close proximity to the roadway, the battle for attention between directional or instructional traffic, and the proliferation of signs as one drives around the City all serve to sway drivers' focus from the road to the campaign signs. The numerous curb cuts and roadway intersections along City streets, especially on dense residential streets, already create numerous decision-making points for motorists. Large campaign signs, by their very nature, are designed to attract the driver's eye, and only add to the difficulty of driving safely and are especially dangerous for pedestrians and children within neighborhoods.

Notice of this hearing was sent to 760 City-wide active community organizations and all City Council members.

Recommendation: Disapproval

8. FINAL SUBDIVISION AND DEVELOPMENT PLAN/PORION OF HARBOR POINT PUD – 1000 WILLS STREET

The applicant is proposing the horizontal and vertical subdivision of the property identified as Lot # 2 on the proposed subdivision plat. Proposed Lot #2 is comprised of the 1000 Wills Street property (a.k.a. Lot 001 of Block 1815), a portion of Wills Street right-of-way that has been closed, but not yet conveyed, the newly created fast land known as adjoining land, the newly created fast land known as the Canal Parcel. Additionally, the applicant is creating Lot #3 and Lot #4, which are also newly created fast land.

The new Lot #2 property will then be vertically subdivided. This is because the Lot 2 property is encumbered with an environmental remediation concrete cap covered with soil. This below surface facility, for the most part, is not to be disturbed. This facility was provided to mitigate contaminates resulting from the previous use of this property by the Allied Chemical Company. Thus, the Lot #2 parcel is being subdivided into two vertical parcels; a sub-surface parcel (Lot #2-1) and a surface and airspace parcel (Lot #2-2).

Additionally, the applicant is working with the Baltimore Development Corporation in order to secure Tax Increment Financing (TIF) for necessary public infrastructure improvements for the Harbor Point PUD project. However, in order to secure TIF funding, a Tax Increment Finance Development District has to be created. Thus, the creation of Lot #2-2 (Surface and Airspace Parcel), provides a development parcel and identifies a legal property entity that can be used to establish a TIF Development District. Once the vertical subdivision of the Lot #2 parcel is approved and the Lot #2-2 (surface and Airspace Parcel) is created the applicant can pursue securing the necessary TIF legislation for TIF funding.

The Fells Point Task Force, Douglass Place, Fells Point Homeowners Assoc., Broadway Business Assoc., Fells Point Development Corp., Fells Prospect, Upper Fells Point, Fells Point Main Street, and 1400 Lancaster Condominium Assoc. have been notified about the Final Subdivision and Development Plans for 1000 Wills Street.

Recommendation: Approval, subject to:

- Subject to comments from the Department of General Services.
- Compliance with the requirements of the Chesapeake Bay Critical Area Program and the City's flood plain requirements.
- Provide written reciprocal easement agreement to cover the Lot 2-1 and Lot 2-2 parcels. The easement agreements should cover access, utilities, and building code, and building construction requirements. Additionally, these easement agreements must be recorded in the land records of Baltimore City.
- Compliance with Baltimore City Building Code requirements.
- All improvements to the newly created properties will have to come back to the Planning Commission at a later date for Final Development Plan Approval and Final Design Approval prior to the issuance of any building permits.

CONSENT AGENDA

9. CITY COUNCIL BILL #10-0514/CITY STREETS – CLOSING – WOODALL STREET AND CLEMM STREET

On September 20, 2007, the Planning Commission reviewed and approved the closing of portions of Clemm Street and Woodall Street. The portion of Clemm Street recommended to be closed was between Key Highway and Woodall Street. The portion of Woodall Street recommended to be closed was approximately 81 feet in length and north of Clemm Street. On February 21, 2008, the Planning Commission reviewed and approved the closing of a portion of Woodall Street that was not included in the previous Planning Commission action. CCB #10-0514 is the required legislation to formally close the aforementioned street r-o-w properties, which are no longer needed for public purposes. This is the third step in a four step process. This action is consistent with the previous Planning Commission actions, and staff remains in full support.

Recommendation: Approval, subject to the street being made private and access maintained by all adjacent property owners.

10. CITY COUNCIL BILL #10-0515/SALE OF PROPERTY – FORMER BEDS OF WOODALL STREET AND CLEMM STREET

On September 20, 2007, the Planning Commission reviewed and approved the closing of portions of Clemm Street and Woodall Street. The portion of Clemm Street recommended to be closed was between Key Highway and Woodall Street. The portion of Woodall Street recommended to be closed was approximately 81 feet in length and north of Clemm Street. On February 21, 2008, the Planning Commission reviewed and approved the closing of a portion of Woodall Street that was not included in the previous

Planning Commission action. CCB #10-0515 is the required legislation that allows the City to formally sell the aforementioned street r-o-w properties, which are no longer needed for public purposes. This is the forth step in a four step process. This action is consistent with the previous Planning Commission actions, and staff remains in full support.

Recommendation: Approval, subject to the public street being made private, with access maintained by all adjacent property owners.